

CLASSIFIED MESSAGE

DATE 0112Z 03 JULY 62

~~SECRET~~

ROUTING

1	3
2	5
3	6

TO : DIRECTOR

EO 12958 3.3(b) (1) 25Y (N)

FROM

ACTION: CSA (1,2,3,4,5,6,7,8,9,10)

INFO : S/C (11)

EG

TOR: 0138Z 03 JULY 62

OPERATIONAL IMMEDIATE
OPS IMMED

IN 41309

TO OPIM

INFO

CITE

5234

OXCART

NO NITE ACTION

EYES ONLY MR KIEFER, COL DEERLI, MR PARANGOSKI FROM MR NELSON

FLIGHT NUMBER 19 FLOWN TODAY, JULY 2, AIRCRAFT WAS AIRBORNE AT 1517 AND DURATION WAS 44 MINUTES. OBJECTIVE OF FLIGHT WAS FURTHER INVESTIGATION OF THE MACH 1.4 VIBRATION PROBLEM. TAKE-OFF WAS MADE IN AD WITH WATER FOLLOWED BY CLIMB IN AD TO 38,000 FT. THE AIRCRAFT WAS THEN ACCELERATED TO 1.32M AND THE BY-PASS DOORS OPENED. THIS WAS FOLLOWED BY ACCELERATED CLIMB REACHING 397 KEAS AT 47,500 FEET ALTITUDE. THIS IS A MACH NUMBER OF 1.58 TO 1.6. SEVERAL ROLLER COASTER AND TURNS AT 1 1/2 G WERE THEN MADE AT 1.58 M. THE VIBRATION PROBLEM IS APPARENTLY DUE TO FLOW CONDITIONS IN THE DUCTS WITH THE J-75 ENGINES AND CLOSED BY-PASS DOORS. THE SUCCESSFUL FLIGHTS YESTERDAY AND TODAY INDICATED THAT THIS PROBLEM WILL BE ELIMINATED WHEN THE J-58 ENGINES ARE INSTALLED AND THE BLEEDS AND BY-PASS ARE PROGRAMMED.

THE LANDING WAS NORMAL WITH SUCCESSFUL PARACHUTE DEPLOYMENT.

THIS WAS THE FIRST LANDING WITH THE B-52 PARACHUTE AND IT APPARENTLY

APPROVED FOR RELEASE
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WORKED VERY WELL WITH RAPID DEPLOYMENT WITHOUT HITTING THE GROUND.
THE PARACHUTE SWITCH WAS PUSHED AT 130 KNOTS AND THE CHUTE DEPLOYED
AT 120 KNOTS.

FLIGHT 20 IS PROGRAMMED FOR 0700 HOURS JULY 3 FOR FURTHER
INVESTIGATION OF THE MACH 1.4 TO 1.6 RANGE.

FLIGHTS ON JULY 5 AND 6 ARE PROGRAMMED FOR SIMULATED REFUELINGS
WITH THE F-104 PRIOR TO ACTUAL REFUELINGS NEXT WEEK.

END OF MESSAGE

~~SECRET~~